(d) what action has been taken to select the candidates;

(e) whether the Backward Classes and Scheduled Castes/Tribes candidates have been selected so far; and

(f) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Norms for selection of Air Hostesses are given below:—

	Age	Marital status	Qualification
Air India Ltd.	21-25 yr .	Unmarried	Graduate or HSC with three years diploma in catering.
Indian Airlins Ltd.	19-25 yrs.	Unmarried	Graduate preference will be given to diploma holders in Tourism or Catering or Sociology andFirst Aid/nursing course.

(b) Both airlines constitute selection Boards for selection of Air Hostesses.

(c) At present, 100 vacancies of Air Hostesses exist in Air-India and 79 in Indian Airlines. Vacancies keep occuring due to resignation/retirement.

(d) to (f) No recruitment action has been taken in Indian Airlines since July, 1992 due to a ban on recruitment from outside. Air India issued an advertisement in May, 1994 for recruitment of Air Hostesses. Written examination was conducted in August, 1994 and personal interviews were held in October, 1994.

Losses of IA

*768. SHRI P. UPENDRA:
SHRI CHIMANBHAI MEHTA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines is losing heavily in revenue; and

(b) if so, what are the reasons for the same while private airlines are makinng profits?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The operating revenue of Indian Airlines has increased from Rs. 1781.79 crores in 1993-94 to Rs. 2035.50 crores in 1994-95 (Revised Estimates). The net loss of the Company has gone down from 258.46 crores in 1993-94 to Rs. 234.55 crores in 1994-95 (Revised Estimates).

(b) The major reasons for the losses of Indian Airlines are—

(i) Grounding of A320 fleet.

(ii) Unrealistic pricing of ATF.

(iii) High interest and depreciation charges due to induction of 30 A320 aircraft.

(iv) Foreign Exchange fluctuations.

(v) Need to serve uneconomic routes for socio-economic reasons.

(vi) Inadequate utilization of aircraft due to loss of critical manpower.